









Her Majesty's troopship *Tamar* put to Plymouth Sound on October 21st with serious engine-room defects, her crew sick having dropped out of line. The *Tamar* left the Cape on September 24th, with about five weeks' provisions, and, on board, mostly for Portsmouth. All the way home trouble was experienced by her inactivity, and before reaching St Vincent the boiler of the circulator was carried away and the ship had to stop for two hours while the engine-room was being made safe. The crank shaft was gradually dropping the while, and, after ing a day or two out from Madeira, it out of line altogether. While considerable anxiety prevailed on board, the captain, along with the mate of the *Knave*, Ushant, as matters were becoming serious the engine-room staff advised Capt. Bick to bear up for Plymouth and not to go to Portsmouth, where the ship would probably be stranded. The *Tamar* arrived four o'clock on October 21st, and, after examination of her defects by the engineering authorities of Devonport Dockyard, was decided not to send her on. Her Majesty's tugboat *Albatross* was sent to

of the Hospital. It had begun again years and I have often reported them with result that the nuisance has abated a time. When this spring the houses in the district of Tai-ping-shan, independent of the fact boiling, that many other houses in the same district were in the same filthy and insanitary condition, and that these houses were, in opinion, unfit for human habitation. The Board then recommended:—That the tenants should be called upon to remove their houses to a better site. The Board also recommended:—That the landlords should be notified to put these houses in proper order." That the notices served by the papers attached to the summons which were sent to the tenants, and that there was no record to show that the landlords paid any attention to the notices, and no further steps appear to have been taken in the matter. But though many of the houses in the same district of Tai-ping-shan were in the same filthy and insanitary condition I have so often called attention to, there is no mention that at Tai-ping-

any person who is obliged to clear out of the way or suffer injury. Daily these narrow roads are to be seen dashing down the hillly sides of streets into the broad and level thoroughfares of Queen's Road or the Frays at a pace that is so rapid that it is not only dangerous to view and those pulling in front are bound to dash on or be ran over by the vehicle these vehicles use very little or no notice is taken of them and no attempt made to give a stop to the dangerous practice. It is given in charge and every one on the road is given in charge and a penalty is indicated on them but with no further effect. This is in a sort of way, considerable danger to the public health and unless some lady in her coat or some other person in her dress is seen to be snatched up and public indignation excited it seems unlikely to continue. In Shanghai the wheeled traffic is much greater, yet there seems no difficulty in regulating it more satisfactorily.

It is the honour to be, Sir, Your very obedient Servant,

P. M. B. C. ARRES, C.M.G.  
Colonial Surgeon.

The Honourable J. H. Stewart: Lookban  
Acting Colonial Secretary.

1. 2001-2002

Considering the rate is two and one, —two and  
We cannot call th<sup>e</sup> exchange a happy one. —happy

Paris, Nov. 10. — The Temps rejoices the kindly reference to France in

R. G. Figg,  
First Assistant.  
Hongkong Observatory, Nov. 30, 1894.

HONGKONG REGISTER.			
	Previous day 4 p.m.	On date 10 a.m.	On date 4 p.m.
Barometer	30.01	30.20	30.30
Temperature	72	68	59
Humidity	81	74	72
Direction of Wind	x	KNE	
Force	2	2	2
Weather	o	o	c
Rain			

Highest open air temperature on the 29th.  
 Lowest open air temperature on the 29th.

F. G. FROST  
 First Assistant

Hongkong Observatory, 27th Nov, 1901.



## Mails.

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Proposed sailings from Hongkong.

China (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).....	WEDNESDAY, Dec. 12, at daylight.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).....	SATURDAY, Dec. 29, at daylight.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).....	WEDNESDAY, Jan. 16, at daylight.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, 12th December, at daylight, taking passengers and freight for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Company's invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in Sausalito, California, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.

Occidental & Oriental Steam-  
Ship Company.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIATHE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Proposed sailings from Hongkong.

Belgia (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).....	WEDNESDAY, Dec. 19, at daylight.
Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).....	WEDNESDAY, Jan. 9, 1895, at daylight.
Gafo (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).....	SATURDAY, Jan. 26, 1895, at daylight.

THE Steamship BELGIA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and HONOLULU, on WEDNESDAY, 19th December, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 4 p.m. the day previous to sailing.

Company's invoices to accompany Cargo destined to ports beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

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C. L. GORHAM,  
Acting Agent.

Hongkong, November 29, 1894.

## Mails.

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

## Proposed sailings from Hongkong.

(Subject to Alteration).

Tacoma.....	Tuesday   December 11.
Victoria.....	Tuesday   Jan. 22/95.
Tacoma.....	Tuesday   Feb. 26/95.
Victoria.....	Tuesday   March 19/95.
Tacoma.....	Tuesday   April 9/95.

THE Steamship TACOMA, Captain V. Penick, sailing at Noon on TUESDAY, the 11th December, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 6 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 7, Praya Central.

DODD, WELLS, CARROLL & Co.,  
Agents.

Hongkong, November 7, 1894.

1792

For Sale by A. Watson &amp; Co., Chemists.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

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EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 23rd Feb./95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAN STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. B. BROWN, General Agent, 1925

Hongkong, November 29, 1894.

SHARE LIST—QUOTATIONS—NOVEMBER 30, 1894.

Stocks.

No. of Shares.

Value.

Last.

Closing Quotations.

Cash.

BANKS.

Hongkong and Shanghai Bank Corp., 30,000, 125, all, 100% prom., sales

Bank of China, Japan and Straits, 99,875, 10, 10, 1.10, nom.

Bank of India, 1,200, 1, 1, 1.25

National Bank of China, Limited, 1,200, 1, 1, 8.10, \$21

MARINE INSURANCES.

Canton Insurance Office Co., Ltd., 10,000, 250, 5, 14, buyers

China Trade Insurance Co., Ltd., 24,000, 88, 33, 2, \$60, sales and sellers

North China Insurance Co., Ltd., 5,000, 2, 20, 1.15, buyers

Straits Insurance Co., Ltd., 30,000, 100, 2, 10, buyers

Union Insurance Society Co., Ltd., 10,000, 250, 2, 12, buyers

FIRE INSURANCES.

China Fire Insurance Co., Ltd., 20,000, 100, 2, 12, buyers

Hongkong Fire Insurance Co., Ltd., 8,000, 25, 2, 12, buyers

DOCKS.

H'kong &amp; Whampoa Dock Co., Ltd., 15,500, 125, 1, 75, prem.

STEAMBOATS.

China and Manila S. S. Co., Ltd., 5,000, 50, 1, 85, sellers

Douglas Steamship Co., Ltd., 20,000, 50, 1, 85, sellers

H.K. O. and M. Steamship Co., Ltd., 80,000, 10, 1, 85, sellers

Indo-China S. S. Company, Limited, 2,000, 50, 1, 85, sellers

China Mutual S. S. Co., 20,000, 10, 1, 85, sellers

DO. (new issue), 20,000, 10, 1, 85, sellers

LIFE INSURANCES.

China Sugar Company, Limited, 15,000, 100, 1, 145, sellers

Luzon Sugar Company, Limited, 7,000, 10, 1, 85, sellers

WAREHOUSES.

H.K. &amp; Kow. Wharf &amp; Godown Co., 20,000, 50, 1, 85, sellers

Wanchai Warehouse and Storage Company, Limited, 2,600, 100, 37, 840, sellers

LARD AND BUILDINGS.

Hongkong Land Investment and Agency Company, Limited, 50,000, 100, 50, 55, buyers

Kowloon Land and Building Company, Limited, 6,000, 50, 30, 110, sellers

Humphreys' Estate &amp; Finance Co., 1,400, 10, 1, 810, sellers

West Point Building Co., Limited, 12,500, 50, 40, 818, sellers

TRADING COMPANIES.

H.K. High-Low Trading Co., Ltd., 1,300, 100, 1, 870, sellers

Jalapa Mining &amp; Trading Co., Ltd., 45,000, 5, 1, 84.75, sellers

Punjab Mining Co., Ltd., 90,000, 4, 32, 145, sales and sellers

Societe Francaise des Charbonnages du Tonkin, 8,000, 500, 1, 80, sales

NEW BALANCE GOLD MINING CO., LTD., 15,000, 10, 1, 86.60, buyers

Bank Aust. Gold Mining Co., Ltd., 300,000, 1, 13, 10, sales and buyers

Societe Francaise des Houilleres de Touraine, 8,000, 500, 1, 1, nom.

STEAMING, ETC.

China-Borneo Company, Ltd., 7,500, 100, 1, 85, nom.

H. G. Brown &amp; Co., Limited, 6,000, 60, 1, 85, sellers

HOTELS, ETC.

Hongkong Hotel Company, Ltd., 6,000, 50, 1, 85, buyers

RESTAURANTS.

A. B. Watson &amp; Co., Limited, 50,000, 10, 1, 85, buyers, ex div.

Dakota, Oriskany &amp; Co., Ltd., 50,000, 5, 1, 85, buyers

E.K. and China Gas Co., Limited, 7,000, 10, 1, 85, buyers

Green Island Cement Co., Ltd., 80,000, 50, 1, 84, buyers

Hongkong Brick &amp; Cement Co., Ltd., 4,000, 1, 15, 118.50, \$3

CAMPBELL, ROBERT &amp; CO., LIMITED.

Geo. Fennell &amp; Co., Limited, 6,000, 25, 1, 85, buyers

Hongkong Dairy Farm Co., 3,000, 10, 1, 85, buyers

Hongkong Ice Company, Limited, 5,000, 10, 1, 85, buyers

H'kong Rope Manufacturing Co., Ltd., 5,000, 10, 1, 85, buyers

\* Founder's share.

BANKS.

Chinese Mutual Bank, 1,000,000, 1, 1, 100, 10% prem., sales

Hongkong Mutual Bank, 1,000,000, 1, 1, 100, 10% prem., sales

## Intimations.

## SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Myrover wood.

SANTAL-MIDY entirely different from the Santal of the Indian Bazar, is superior to Copahu, Cubeb, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in capsules each of which bears the name of MIDY in black letters, without which none are genuine.

SANTAL-MIDY Beware of Imitations. All other capsules or mixtures contain impurities, resin, etc., and are worse than useless.

SANTAL-MIDY is sold by all chemists and druggists and medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. Watson &amp; Co., Chemists.

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DO. (new issue), 20,000, 10, 1, 85, sellers

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